

Louisiana State Rail Plan Open House

DOTD Public Outreach Presentation

October 2, 3, and 4, 2012

New Orleans, Baton Rouge, Shreveport



Why a State Rail Plan Is Needed

- ➔ Specified by the Passenger Rail Investment and Improvement Act (PRIIA), 2008
- ➔ Rail improvements needing federal support must be cited in a State Rail Plan
- ➔ Roll-up into National Rail Plan

What Is a State Rail Plan

- ➔ **Articulates passenger and freight rail visions for a state**
 - Visions need to be grounded in what state stakeholders need and want from their systems
- ➔ **Specifies long-term investment strategies, program of improvements**
- ➔ **Identifies benefits of improvements**
 - Benefits used to prioritize investments

Why a State Rail Plan Is Important

- ➔ Capacity enhancements mitigating freight rail bottlenecks and line congestion
- ➔ Improved intermodal connections benefitting ports, shippers and railroads
- ➔ Support for small railroads and thus shipper access to the national rail system
- ➔ Passenger rail service improvements enhancing mobility

PRIIA Planning Process

- ➔ Public outreach
- ➔ Rail planning players and roles
- ➔ Freight rail system profile
- ➔ Passenger rail system profile
- ➔ State rail vision
- ➔ High speed rail initiatives
- ➔ Long-term investment strategy
- ➔ Roll-up into National Rail Plan

Louisiana State Rail Planning Players

- ➔ DOTD (Louisiana Department of Transportation and Development)
- ➔ Railroads: Class 1s, small railroads (short lines), Amtrak
- ➔ Ports with rail connections
- ➔ Southern Rail Commission
- ➔ Local/regional agencies
- ➔ The public

Louisiana's Rail Systems

➔ Physical plant

- 3,600 route miles

➔ Freight services

- 120 million tons handled annually

➔ Passenger services

- 245,000 boardings and alightings annually

➔ Intermodal connections

- Marine and river ports
- Local transit

Freight Rail System



Freight Rail Operators

- ⇒ Class 1 railroads: 6
- ⇒ Local, switching, terminal railroads: 15
- ⇒ Railroads have been surveyed to confirm:
 - Physical plant
 - Needs

Freight Rail Traffic in 2009

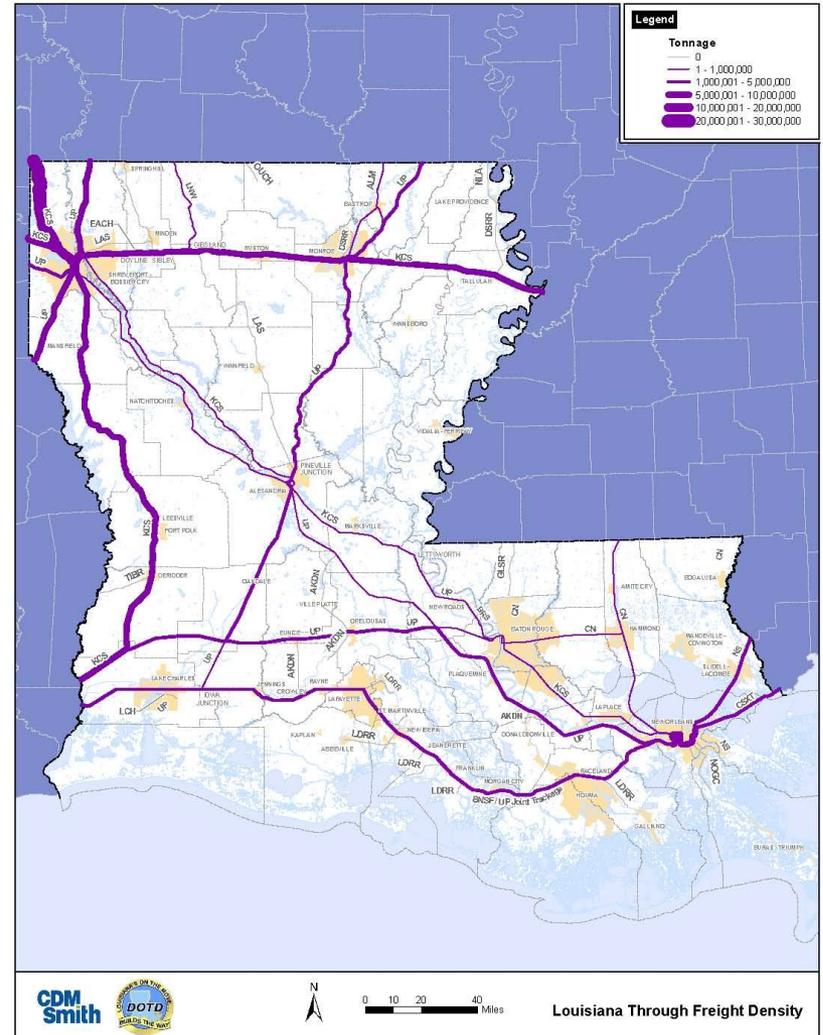
STCC	Description	Inbound	Outbound	Through	Intrastate	Total	Percent
28	Chemicals or Allied Products	7,676,828	18,852,336	6,127,004	4,058,009	36,714,177	30.37%
11	Coal	5,846,746		16,565,334		22,412,080	18.54%
1	Farm Products	6,943,183	665,535	4,388,134		11,996,853	9.92%
14	Nonmetallic Minerals	7,201,240	273,458	2,666,396	24,237	10,165,330	8.41%
20	Food or Kindred Products	2,335,762	2,050,207	2,905,571	162,884	7,454,424	6.17%
29	Petroleum or Coal Products	1,326,695	2,515,709	2,392,416	681,968	6,916,789	5.72%
26	Pulp, Paper or Allied Products		3,470,444	2,042,012	107,618	5,620,074	4.65%
46	Misc. Mixed Shipments (Containers)	1,836,977	1,471,633	1,281,958		4,590,568	3.80%
33	Primary Metal Products	538,379	260,462	3,504,890	6,476	4,310,206	3.57%
32	Clay, Concrete, Glass or Stone	1,096,599		898,891		1,995,490	1.65%
37	Transportation Equipment	867,183	763,206		124,857	1,755,246	1.45%
24	Lumber or Wood Products		1,037,140			1,037,140	0.86%
40	Waste or Scrap Materials				40,101	40,101	0.03%
48	Waste Hazardous Materials				10,272	10,272	0.01%
41	Misc. Freight Shipments				3,748	3,748	0.00%
	Other	1,779,529	1,241,712	2,834,206	-	5,855,447	4.84%
		37,449,120	32,601,841	45,606,813	5,220,169	120,877,944	100.00%

**Total rail net tonnage up slightly from
119.4 million tons handled in 1999**

Freight Traffic Flows

Freight Rail Density

Through Flows



Port-Rail Connectivity



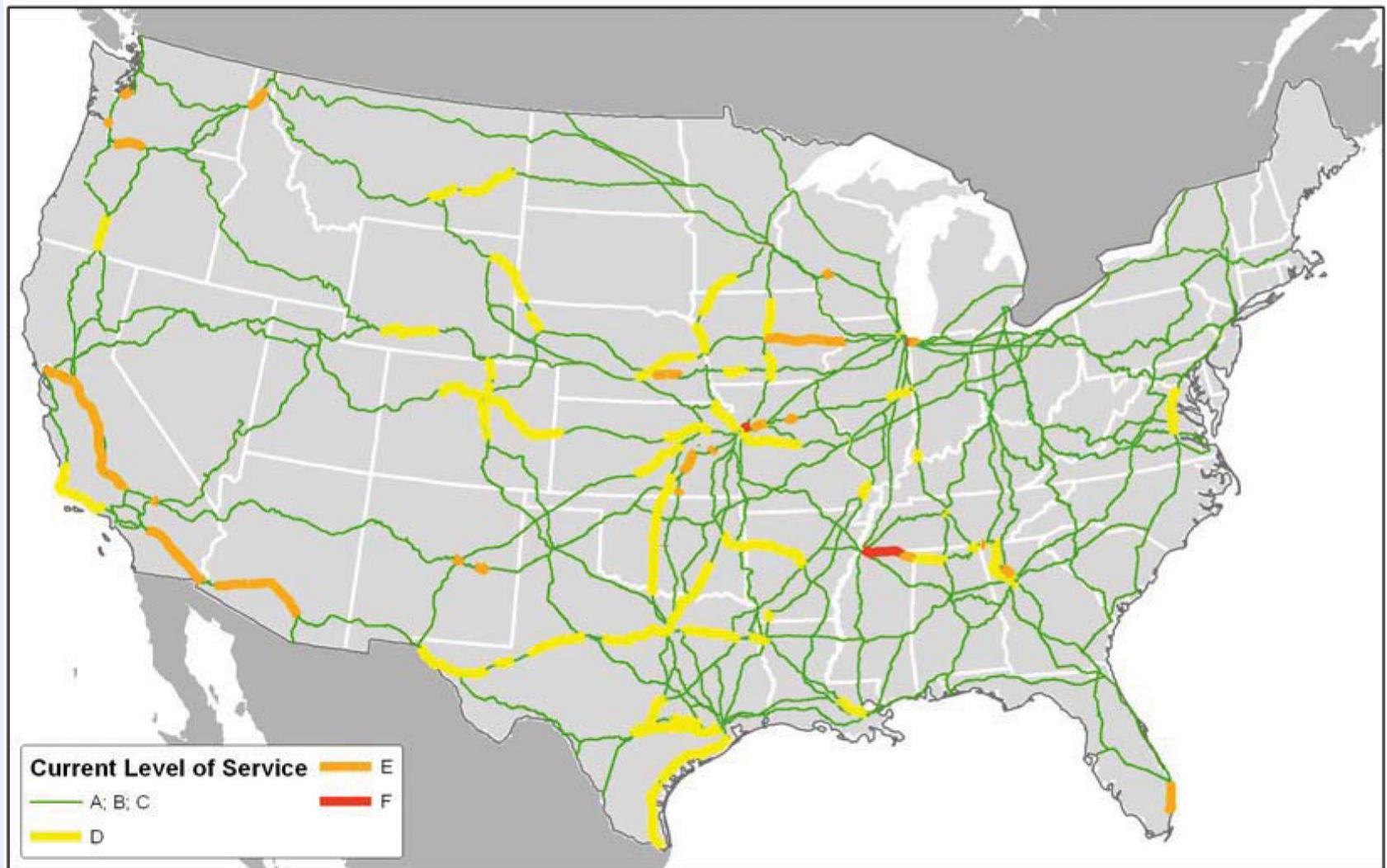
Intermodal Facilities in New Orleans

- ➔ UP Avondale Yard
- ➔ BNSF Westwego Yard
- ➔ CSXT Gentilly Yard
- ➔ NS Oliver Street Yard
- ➔ CN Mays Yard

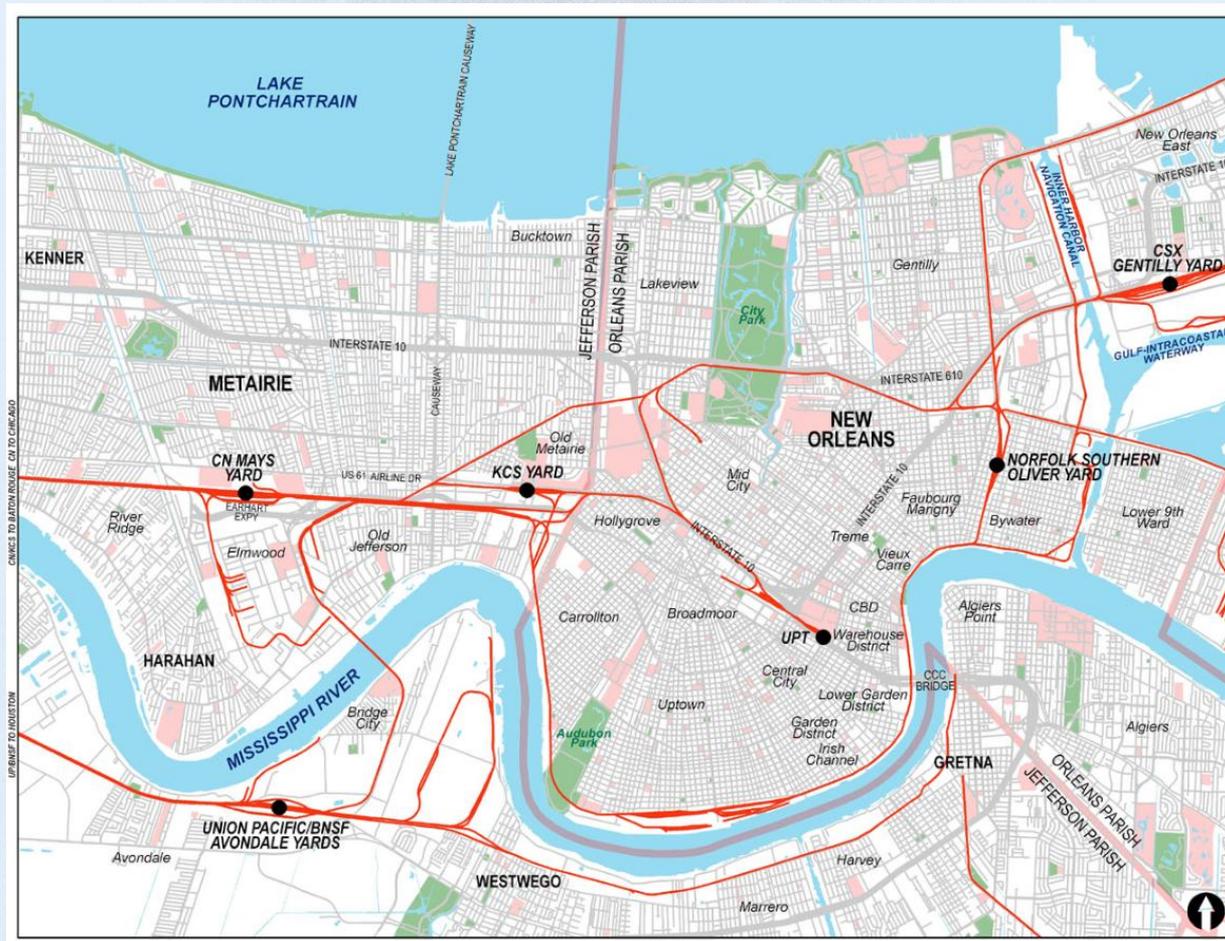


Source: Mi-Jack Products, Inc., product web site

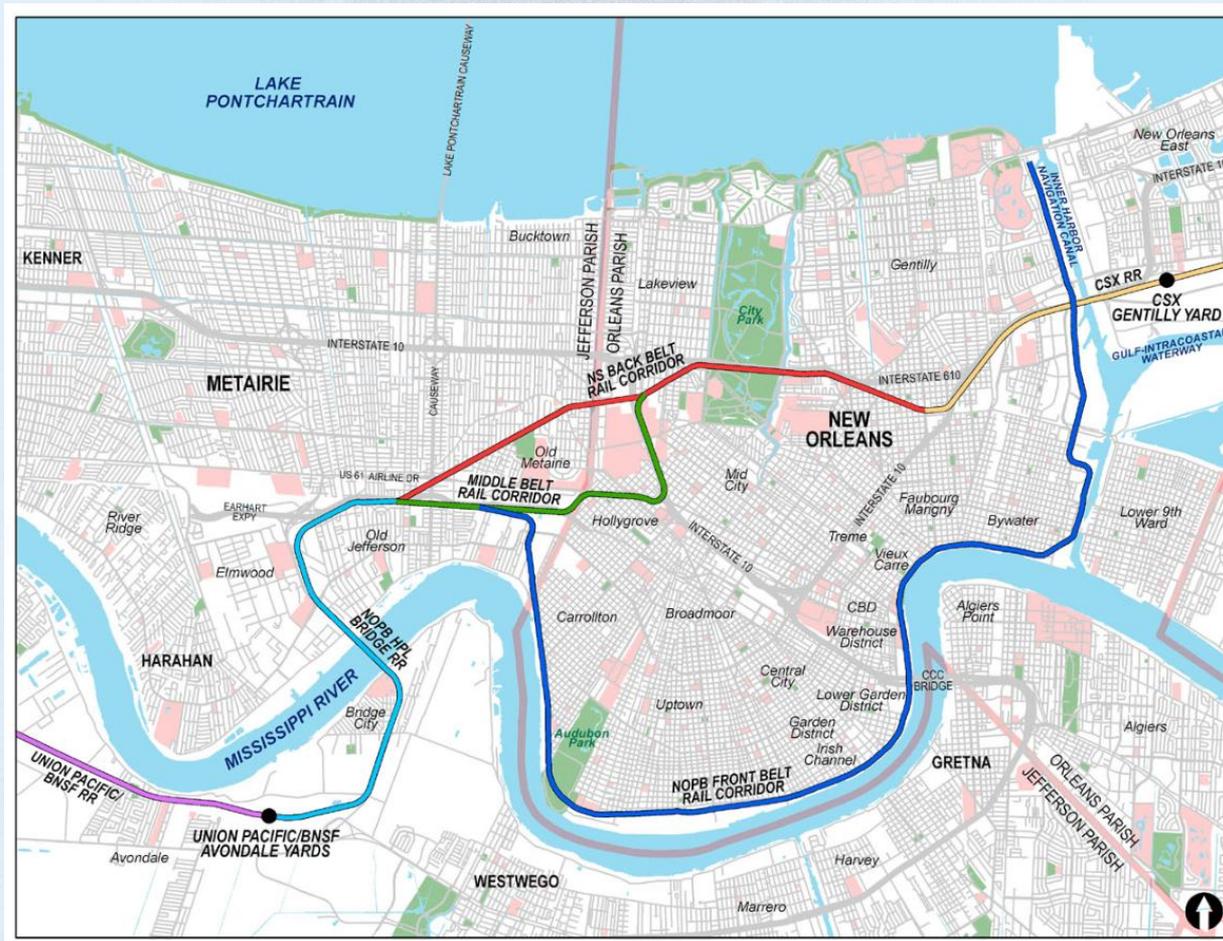
Congestion Point: New Orleans



New Orleans Rail Gateway



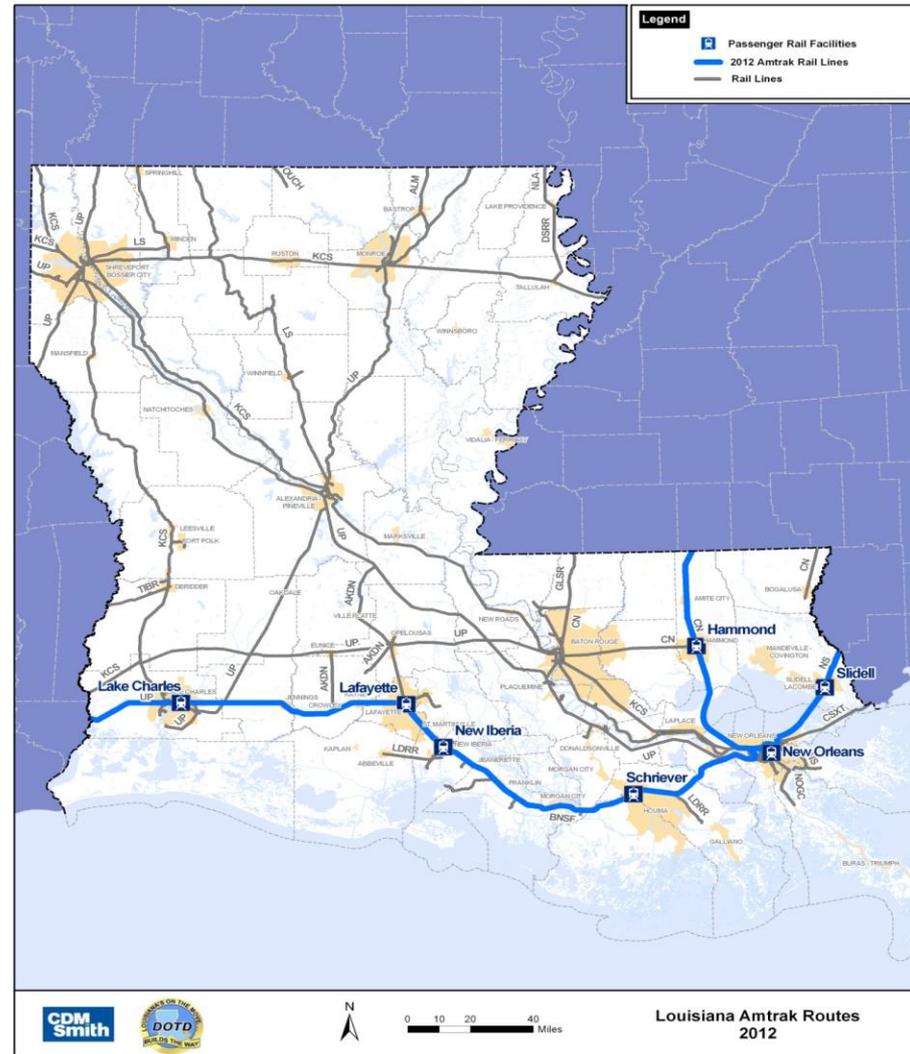
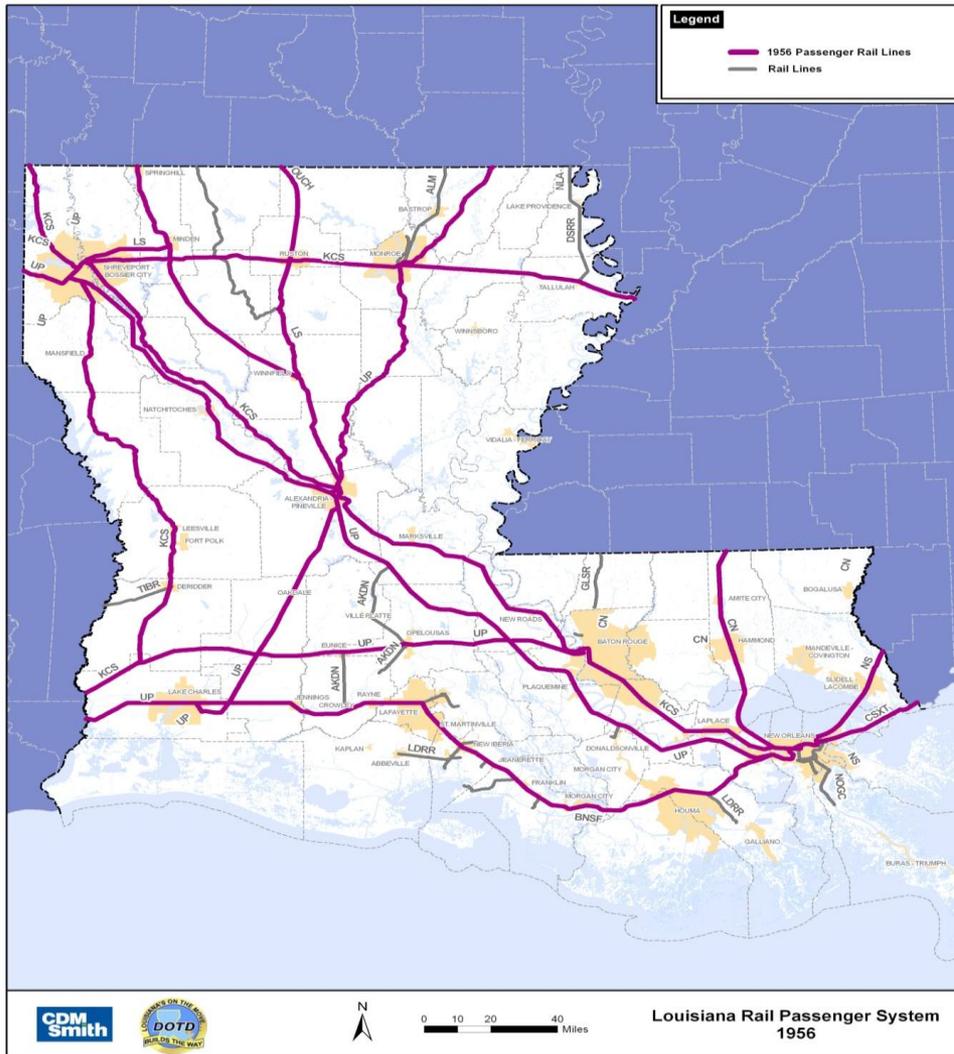
Belt Railway Improvements



Other Freight Rail Projects

- ➔ UP's \$200 million line upgrade and terminal expansion
- ➔ New Orleans and Gulf Coast rail relocation, eliminating 100 crossings
- ➔ Port of New Orleans container terminal expansion
- ➔ St. James Crude Oil Terminal rail expansion

Passenger System: 1956 and Now

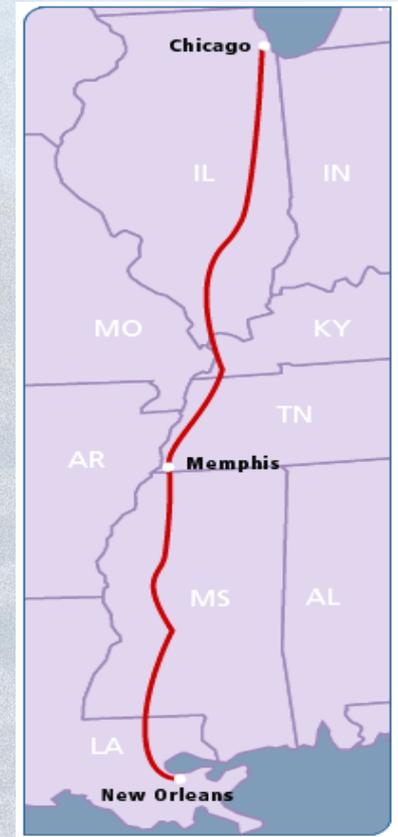
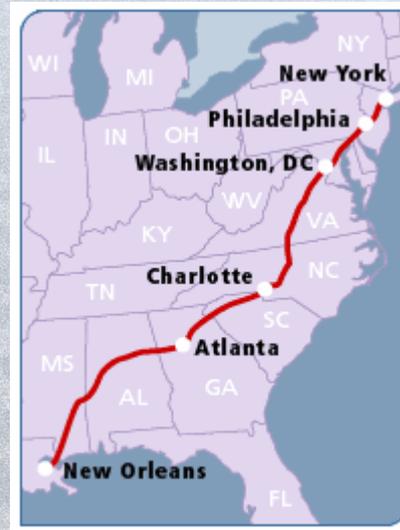


Passenger Operator: Amtrak

Crescent

*City of
New Orleans*

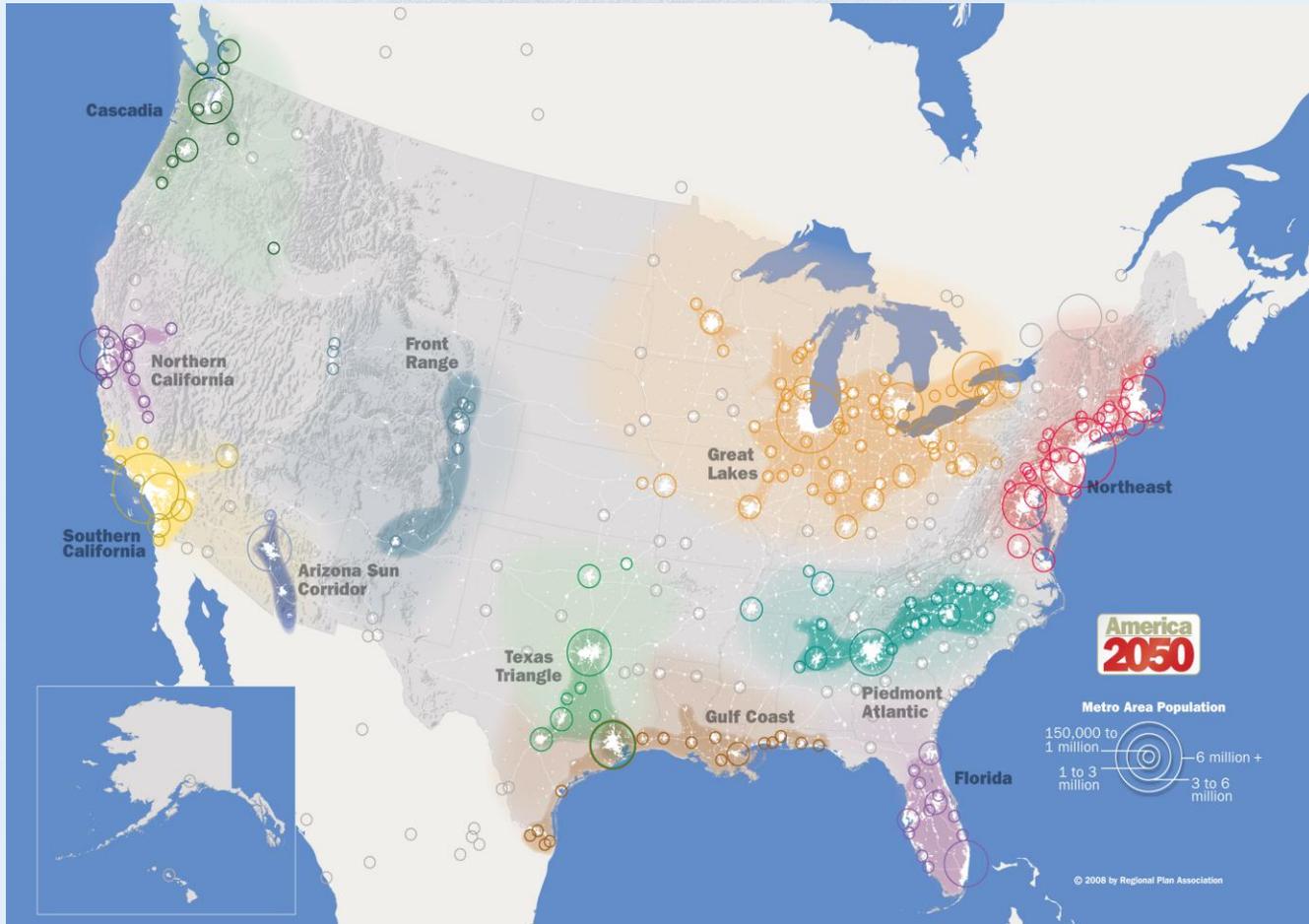
*Sunset
Limited*



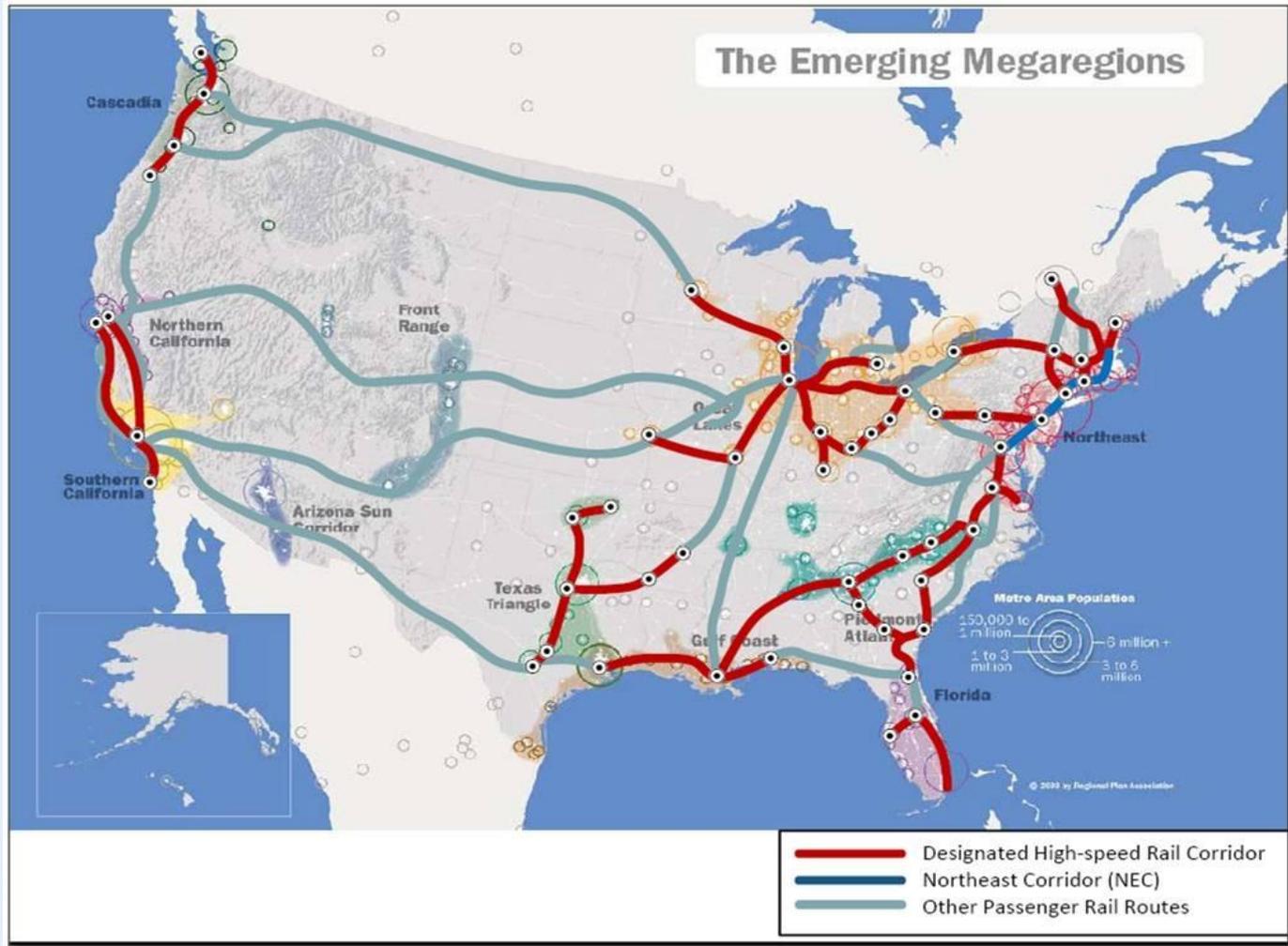
Amtrak Louisiana Ridership Increases

STATION	FY 2011	FY 2010	Percent Change
Hammond	15,249	14,404	5.90%
Lafayette	6,295	6,122	2.80%
Lake Charles	3,127	2,909	7.50%
New Iberia	1,667	1,250	33.40%
New Orleans	210,465	200,249	5.10%
Shriever	1,383	1,292	7.00%
Slidell	7,316	7,369	-0.10%
Total	245,502	233,595	5.10%

Rail Can Enhance Mobility for a Congested Future



HSR to Link Megaregions



Future Passenger Service Concepts

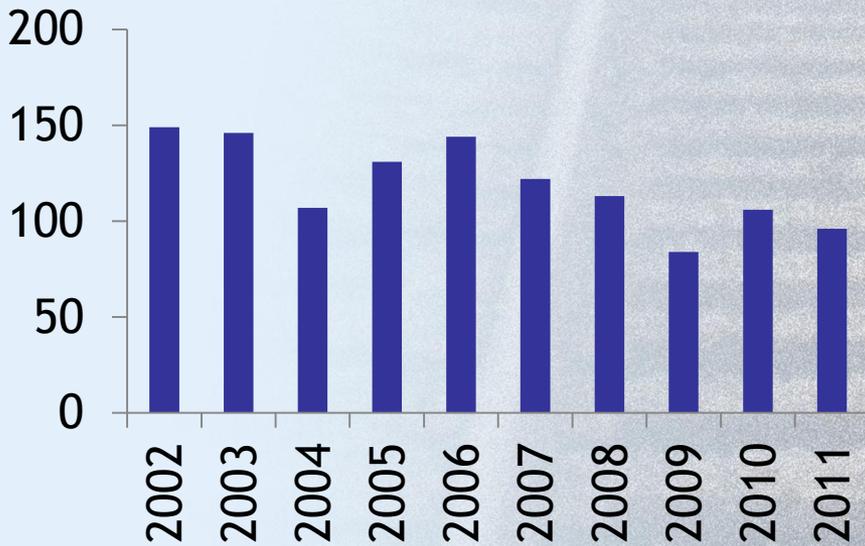


Rail Safety in Louisiana Is Improving

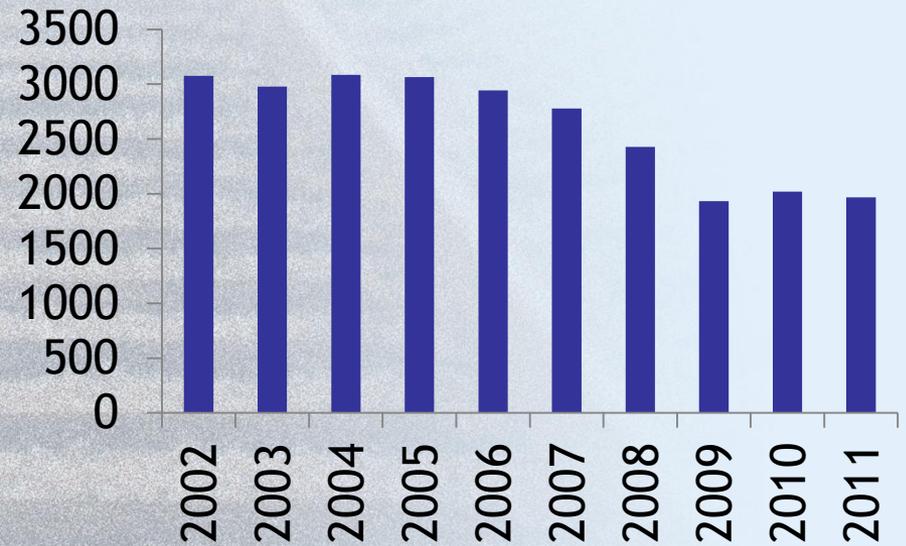
Incidents	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Total Incidents	389	353	426	335	367	333	298	224	259	260
Deaths	28	22	34	30	23	22	22	22	25	14
Injuries	214	174	226	178	210	180	160	133	163	176
Train Accidents	79	76	103	86	92	92	74	45	48	62
Deaths										
Injuries		2	1		2	1	8	1		
Highway-Rail Incidents	149	146	167	131	144	122	113	84	106	96
Deaths	12	15	23	20	8	14	15	12	13	8
Injuries	65	43	66	44	81	57	46	36	67	71
Other Incidents	161	131	156	118	131	119	111	95	105	102
Deaths	16	7	11	10	15	8	7	10	12	6
Injuries	149	129	159	134	127	122	106	96	96	105

Louisiana Crossing Incidents Track National Trend

Louisiana Incidents



United States Incidents



Louisiana Part of Strategic Defense Rail Network



Solicitation of Issues

- ➔ Opportunities for economic development?
- ➔ Anything DOTD should be doing regarding rail?
- ➔ Physical or operational constraints on rail system?

State Rail Vision Elements

➔ Examples

- Safe, reliable mobility for people and goods
- Rail to contribute to a balanced transportation system
- Sufficient line capacity for efficient rail operations
- Rail transportation to meet freight and passenger market demands
- Other?